



ASSOCIATION OF

BAY AREA GOVERNMENTS

HOTEL CLAREMONT, BERKELEY, CALIFORNIA 94705 • 841-9730

DATE: 17 April, 1972
 TO: RASSC
 FROM: C. Bastian
 RE: Summary of Public Response

A substantial portion of the Regional Airport Systems Study has been devoted to public input. In addition to open discussion and wide distribution of reports, response from the public has come in testimony at public hearings, letters, and a newspaper questionnaire. This memorandum discusses the public reactions in the following way:

The first section summarizes testimony at the public hearings at Fairfield, November 15, 1971; Oakland, December 13, 1971; San Jose, January 10, 1972; San Francisco, February 3, 1972; and San Rafael, February 18, 1972.

The second section summarizes comments from the more than three hundred letters that people wrote to the Committee.

The third section summarizes the questionnaires that were distributed in the winter of 1971 as a part of the Regional Airport Systems Study newspaper, Aviation Future.

The complete transcripts of the public hearings have been published. The original letters and the questionnaires (with computer analysis) are available at the offices of the Regional Airport Systems Study.

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PUBLIC HEARINGS

The purpose of these hearings was to receive from agencies and the public response to the technical material prepared to date, to allow additional information to be added to the record, and to receive an insight into opinions and concerns about present and future aviation development in the Region.

The Regional Airport Systems Study Committee had originally scheduled three public hearings in the Bay Area - North, Central, and South Bay. In response to requests from San Francisco and Marin counties, two additional hearings were added. The following is a summary of these hearings:

Fairfield - November 15, 1971

Speakers included local city and county officials, and representatives from an airport, an airport land use commission, a public works department, an industrial development agency, Travis Air Force Base and the State Department of Aeronautics. Approximately eighty people attended.

Most speakers favored development of northern Bay airports as part of a regional airport system because of land available and a favorable location for handling growth. For Solano County, it was suggested that there would be a tolerance of airports because of the community's acceptance of Travis. Travis was suggested as a joint civilian/military airport. A representative of the Base Commander at Travis stated that although limited civilian use had begun, plans were that military use would not be phased out. Testimony also indicated opposition to any joint use that would interfere with the military mission.

Other suggestions to the RASSC were to consider general aviation needs and air freight and to hold an additional hearing at the recommendation stage of the study. No environmental comments were received at this particular hearing.

Oakland - December 13, 1971

At this hearing, speakers included the Mayor of Oakland, a judge, and representatives from the California Public Utilities Commission, the President's Aviation Advisory Commission, California Department of Aeronautics, Port of Oakland, chambers of commerce/convention and tourism bureaus, citizens, industry groups, labor, League of Women Voters, conservation groups, an economic development agency and a flower shipping co. (Approx. 100 attendees.)

Many who testified advocated expansion of Oakland airport (and the corollary of using all airports to capacity), because such development would increase jobs, attract visitors and improve service.

Others felt that demand should not automatically be met, that growth should be restrained because of detrimental impact on environment, inflated population forecasts, and alternatives to growth, including increasing load factors, improving ground transit and access.

A member of the President's Aviation Advisory Commission suggested that the RASSC consider the long range needs of the aerospace transportation system, based on user demand, environmental impact, and economic impact on the non-flying public.

The Chairman of the Public Utilities Commission recommended that RASSC encourage use of the existing airports to capacity (particularly San Jose and Oakland) and dispersal of services near the origin/destination of passengers. The Civil Aeronautics Board should then consider the RASSC findings for allocating routes. He offered Commission interest and support in the evolution of the Plan.

Recommendations from those who testified included; keep military bases separate, explore the use of STOL, have flight operations over water to reduce noise, include general aviation in the study, look at a total transportation system, hold another hearing before final recommendation, and provide for airport planning and implementation of study findings after the RASS is completed. There was negative response to filling the Bay, and to three proposed sites-Richmond, Site E, and Buchanan.

San Jose - January 10, 1972

Nearly three hundred people attended, with representatives giving testimony from Congressman Edwards, local mayors, city managers, and councilman, the Sierra Club, Save Our Valley Action Committee, chambers of commerce, League of Women Voters, a school district, airport committees, and industry, citizen, and conservation groups. Many individuals also spoke.

The opinion reiterated almost unanimously was opposition to Site E (Alviso-Fremont area), because of noise and air quality hazards, encroachment on the wildlife refuge area and growth implications. Many speakers supported no further expansion of San Jose airport, while others recommended such expansion.

Several people again advised the Committee to integrate air travel with other modes of transportation; to revise population forecasts downward, to coordinate with the Metropolitan Transportation Commission; to hold another hearing upon recommendation; to consider a regional airport away from urban areas, and to continue the study through an implementation phase.

There was great concern expressed over some implications of air travel/airport development. It was felt that the needs of the air traveler should not take precedence over those of the rest of the population; that air travel demand was perhaps not as high a priority as other needs (e.g. housing); that there were serious medical effects due to noise and air pollution, and that citizens should exercise some control over the usage of airports. (Question for the Committee to consider--Who should control the number of flights? CAB, the airlines, the airport, or the passengers?)

San Francisco - February 3, 1972

Speakers at this hearing represented the airport commission, Sierra Club, City of Alameda, League of Women Voters, S.F. Chamber of Commerce/Visitors and Convention Bureau, a community development corps, conservation groups, labor, Federal Aviation Administration, Air Transport Association, Bay Conservation and Development Commission, and San Francisco Planning and Urban Renewal Assoc. Approximately 200 people attended.

Opinion seemed to be divided among those speakers who favored expansion of all area airports (because of increased employment) to accommodate demand, and those who did not favor expansion, but instead higher load factors, fewer scheduled flights, revised forecasts, and dispersal of airports.

Recommendations were made to consider joint use of Hamilton, general aviation needs, long term regional airport planning, distant new airport locations, converting military bases to recreation areas, coordination with MTC, and airports located near the origin and destination of passengers. Again the point was made to consider the majority of the public who do not fly.

Airport expansion involving Bay fill was opposed during testimony. In this connection, approximately 200 letters opposing Bay fill were sent to the Committee. The guideline from BCDC, the agency issuing permits for fill, is that if Bay fill is requested for airport expansion, the burden of proof is on the proponent.

San Rafael - February 18, 1972

Speakers were from Marin and San Benito counties, representing the Board of Supervisors, of San Benito County, City of Hollister, Hollister Chamber of Commerce and Women's Club, Sonoma County Airport, City of Novato, Novato Planning Commission, Novato Neighborhood Planning Groups, two homeowners associations and Marin Alternative.

Testimony from the Hollister area was opposition to a regional airport in their community because of the expansion it would bring to their rural area, air pollution potential, and earthquake hazards. Alternatives suggested were dispersal of services to small airports, and use of rapid transit.

Also considered was the joint civilian/military use of Hamilton Air Force Base. Most speakers opposed such use of Hamilton because it would seriously effect the noise and air pollution levels, property values, and rural nature of Marin County.

RASSC was requested to hold other public hearings prior to a final plan.

Many Marin citizens were concerned that impact of airports on their neighborhoods should be thoroughly evaluated before any recommendations were made. An example of the community viewpoint was expressed by the representative of Marin Alternative: "Thank you, gentlemen for your professional views and studies. But in the final analysis it is we who want to determine the make up of our communities and our regions."

LETTERS TO THE REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE

Over three hundred letters were received from individuals and organizations, commenting on the study.

The most frequent comment (223 letters) was to state opposition to airport expansion/development involving Bay fill. Many also opposed Bay fill for any purposes, pointing out the necessity for Bay preservation.

Response was also great to the preliminary alternative mentioning a new airport in the San Jose/Fremont/Alviso area. We received letters and petitions from 122 people who opposed an airport in this location.

Others wrote with various comments, including:

- favored a regional airport away from populated areas
- favored a better use of existing airports through improved access, flight schedules, and load factors
- favored civilian use of nearby military bases
- suggested using alternate means of transportation
- opposed any airport expansion/development
- pointed out the small percentage of the population who are airplane passengers
- commented that they would be willing to choose reduced service, for environmental reasons

Four of the letters submitted are attached as an example.

RECEIVED

FEB 18 1972

ASSOCIATION OF
BAY AREA GOVERNMENTS

2630 Claremont Ave.
Berkeley, Cal. 94705
February 17, 1972

Association of Bay Area Governments
Claremont Hotel
Berkeley, Ca. 94705

Re: Proposed Airport Expansions

Dear Sirs:

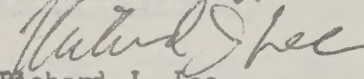
In considering possible airport expansions or constructions, I hope ABAG will give full consideration to the effects any filling of the Bay will have on the environment of the Bay Area.

Short-term and vested interests in larger airport capacity for the Bay Area must not take precedence over the ~~vital~~ fact that the Bay is a priceless ecological resource, large portions of which have already been filled for developmental projects.

The existing airports are presently not used to their capacity: although there are many flights, a large number of them run with only a small number of passengers. The flying public must be willing to subjugate their convenience in choosing among many duplicated and half-filled flights to the more important public interest of preserving our environment from unnecessary development.

I encourage ABAG to look outside the immediate Bay Area for a site for a regional airport; Travis Air Force Base has been suggested. And I hope that ABAG will look critically and closely at the "need" for any expansion of existing facilities.

Yours faithfully,


Richard J. Lee



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JAN 10 1971

ASSOCIATION OF
BAY AREA GOVERNMENTS

Dear Sir,

My name is Terri Zetting. I am in the sixth grade. I live in Fremont California. My reading teacher gave us a lecture on the airport. He told us why the airport would be extended and how it would be extended. He gave us the address to send this letter, if we wanted to. We don't need a bigger airport! We have one in Oakland, one in San Francisco, one in San Jose and one in Hayward. You would be killing off wildlife. I think you should take in consideration that the kids now will have to suffer with the airport later. How would you like it if you had to hear jets fly over your house? I think of the kids to come. This world will be one big pluton dump! And there will be no country left for kids to see.

Or listen to this! No more animals, think of that. If there are no more trees than we couldn't breath.

All the person who is selling the land is interested in is money. Please for our sack think intelligent! Don't you care!

Always,

Ferris J rettin

It is better to let the
animals think of that
there are no more trees
than we could live
all the grass who is
the land is interested in
is more. Please for our
back think intelligent!
Good night!
Always,
I am a better

JAN 28 1972

ASSOCIATION OF
BAY AREA GOVERNMENTS

January 24, 1972

Airport Study
ABAG
Claremont Hotel
Berkeley, CA. 94705

Dear Sirs:

In considering alternative plans for the expansion of airport facilities my family urges NO PLAN THAT INVOLVES BAY FILL.

We are 4 generations of Bay Area residents. My family have resided in San Mateo county all that time and my present home of 15 years is in the Burlingame Hills with a panoramic view of the bay and airport. We have observed daily the hazardous climatic changes first hand.

The following are the observed and experienced health and aesthetic environmental problems caused by over bay fill, which affects the tides and air flow, and the congested air traffic with the constant fumes and smoke from the planes:

1. Runways that were once ended in S. S. F. are now beyond Burlingame fastly taking over the world prized bay area.
2. Coyote Point, where my husband kept his boat, is like a cess-pool of stagnant water.
3. Visibility of the beautiful bay and east bay is rarely clear, and five years ago, it was practically smog free daily.
4. A heavy black oily, sooty substance from the planes gathers more and more heavily and quickly on our shrubery, windows, patio, paint, ~~windows~~ and cars.
5. We and our neighbors are losing more and more plants and trees from something in the atmosphere.
6. Our air constantly smells of heavy plane fumes and we are up on the hill that was once pure and clear.
7. The windows and house rattle from constant noise and vibration of planes and we are not in the common flight patterns.

Please use your authority to represent the public and help preserve what was a special gift -- a natural resource admired throughout the world -- San Francisco Bay and its beautiful environs.

Sincerely,

(address- 2852 Adeline Drive
Burlingame, Calif. 94010

Quita Petcher

LUDEN'S

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JAN 6 1971

LUDEN'S, INCORPORATED

READING, PENNSYLVANIA 19603
TELEPHONE 215-876-2981

ASSOCIATION OF
BAY AREA GOVERNMENTS

January 5, 1972

Regional Airport System Study,
Assoc. of Bay Area Government
Hotel Claremont
Berkeley, California

Gentlemen:

I recently read a very interesting article in our local San Rafael paper with regards to airport development on the Marin County side. In particular the potential use of the Hamilton Air Force Base for commercial flights.

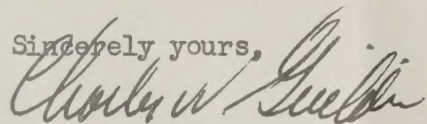
Being an air traveler of more than one million miles under my belt, I most heartily concur with any yes votes for expanding airport facilities in and around the Hamilton Field area. The Marin and northern counties adjacent have long been waiting for such a move on the part of the government in putting an airport where it belongs. As it stands now, we have the choice of San Francisco or Oakland with occasional helicopter service from Sausalito and I'm sure that everybody knows what traffic congestions there are early in the morning or late in the evening.

For all of those business executives who live in marvelous Marin and who travel for a living, I enter a very loud and vigorous "yes" on all points towards airport development in the area.

With best wishes, I remain,

CWG/ar

Sincerely yours,


Charles W. Guilder
Vice President
Director of Sales
P.O. Box 3960
San Francisco, Calif. 94119

QUESTIONNAIRE RESULTS

Aviation Future, a newspaper describing the Regional Airport Systems Study, was published in November, 1971. During winter, 1971, 30,000 copies were distributed:

individuals	43%
conservation/ecology groups	9%
League of Women Voters	9%
chambers of commerce	8%
Bay Area airports (13 airports)	13%
ABAG mailing lists	10%
others	8%

Eight hundred and fifty-one people answered and returned the questionnaire contained in the newspaper, and also reprinted by Save Our Valley Action Committee, Novato Planning Committee, the Fremont Argus, and the Novato Advance.

A summary of the responses follows, with complete results and computer analysis available at the offices of the Regional Airport Systems Study.

It should be noted that the county of residence of the respondents did not provide a uniform sample of all communities in the Bay Area. A breakdown of the county of residence of respondents compared to population is:

<u>County</u>	<u>Population (U.S. Census) 1970</u>	<u>% of Total Bay Area Population</u>	<u># of Responses to Ques- tionnaire</u>	<u>% (by county) of Responses to Questionnaire</u>
Alameda	1,073,000	23	213	25
Contra Costa	558,000	12	122	14
Marin	206,000	4	90	11
Napa	79,000	2	0	0
San Francisco	716,000	16	40	5
San Mateo	556,000	12	39	5
Santa Clara	1,065,000	23	323	38
Solano	170,000	4	8	1
Sonoma	205,000	4	8	1
TOTAL	4,628,000			

Wanted: Your Opinion

Your opinion can have influence even if you do not testify at the public hearings. Please help us reach the "best" recommendation for the Region by mailing us your completed questionnaire as soon as possible. Your written responses, in addition to answers to the following questions, are welcome.

UNUSABLE

27

1. In your opinion, should the Bay Area provide additional facilities in the future for air travel into and out of the Region?

305 Yes 275 No 244 I need to know more about the alternatives
(35%) (22%) (29%)

2. What relative importance do you assign to the following (please rank from 1, most important to 5, least important).

_____ Air travel availability and quality
_____ Easy access to and from airports
_____ Financial benefits of airports (see below)
_____ Financial costs of airports
_____ Environmental effects of aviation

3. Would you vote for an airport development:

If the development were in your part of the Region?

242 Yes 465 No 133 Undecided
(28%) (55%) (16%)

If the development were in some other part of the Region?

236 Yes 288 No 289 Undecided
(28%) (34%) (34%)

4. As an airline passenger, how long a trip (in minutes) would be "reasonable" for you to travel to or from the airport?

18 10 129 20 343 30 170 40 143 50 or more
(2%) (15%) (40%) (20%) (17%)

5. If flight schedules were the same at these airports, which airport would you choose?

	from home	from work		from home	from work
(17%)	<u>147</u> San Francisco	<u>130</u> (15%)	(38%)	<u>319</u> San Jose	<u>250</u> (29%)
(35%)	<u>295</u> Oakland	<u>273</u> (32%)	(2%)	<u>16</u> other	<u>21</u> (2%)
			(where)		(where)

6. If access time and cost were about the same for automobiles and rapid transit, which would you choose?

143 automobile 652 rapid transit 41 undecided
(17%) (77%) (5%)

7. In what city do you live? _____ (see below)

In what city do you work? _____

8. How many airline flights have you taken out of the Bay Area in the last year?

190 0 265 1-2 165 3-4 217 5 or more
(22%) (31%) (19%) (26%)

9. Of the environmental issues listed below, how would you rank them in order of importance to you (from 1 most important to 6 least important)?

_____ air quality _____ plant life (see below)
_____ bay preservation _____ population level
_____ noise _____ wild animal life

10. Please, return to: Regional Airport Systems Study, Association of Bay Area Governments, Hotel Claremont, Berkeley, California 94705

73-home
178-work

15

14

QUESTION 2

2. What relative importance do you assign to the following (please rank from 1, most important to 5, least important).

	1	2	3	4	5	Unusable
_____ Air travel availability and quality	191	216	174	129	89	52
_____ Easy access to and from airports	119	214	215	152	100	51
_____ Financial benefits of airports	22	63	168	201	333	64
_____ Financial costs of airports	37	201	117	246	187	63
_____ Environmental effects of aviation	486	97	113	48	74	33

QUESTION 5-If flight schedules were the same at these airports, which airport would you choose?

Airport Preference from Home
(# of responses)

Airport

Airport Preference from Work
(# of responses)

295	Oakland	273
147	San Francisco	130
319	San Jose	250
5	Marin County	5
1	San Rafael	1
2	Contra Costa	1
1	Buchanan	1
2	Solano County	2
2	San Benito County	2
1	Mendocino County	-
1	Napa	1
1	Palo Alto	1
-	Fremont	1
-	Livermore	2
-	Walnut Creek	2
-	Hamilton	2
73	Unusable	178

QUESTION 9-Of the environmental issues listed below, how would you rank them in order of importance to you (from 1 most important to 6 least important)?

	1	2	3	4	5	6	7	Unusable
air quality	413	215	96	46	34	22	0	25
bay preservation	105	172	195	187	92	68	2	30
noise	163	182	164	97	89	136	0	20
plant life	54	49	120	194	254	148	0	32
population level	230	122	132	119	81	139	0	28
wild animal life	56	64	85	139	219	254	0	34
other	1	1	0	0	0	0	1	0

There were 157 additional comments, falling into the following categories: airport development (46), environment (43), access (22), other modes of transportation (10), questionnaire itself (8), RASS itself (6), improved airline service (5), personal relationship to aviation (7), and multiple comments (9).

Comments and Comparisons

1. Questions 1 and 8-providing additional facilities and number of flights in last year; Of the respondees who had flown one or more times out of the area, more favored additional facilities than did not. However, those who had not flown at all disapproved of additional facilities more often than they approved.
2. Questions 3 and 8-voting for nearby or distant airport development and number of flights; Most people responded that they did not favor either nearby or distant development, regardless of number of flights.

3. Questions 4 and 6-reasonable travel time and preference between automobile and rapid transit; The travel time chosen most often as reasonable by those who preferred either the automobile or rapid transit was 30 minutes.

The travel times were ranked as follows:

automobile-30 minutes first, then 20, 40, 50 and 10 minutes
rapid transit-30 minutes first, then 40, 50, 20, and 10 minutes

Questions 4 and 8-reasonable travel time and frequency of flight;
Whatever the frequency of flight, the preferred travel time was 30 minutes.

4. Questions 1 and 3-provide additional facilities and nearby/distant airport development; Of the responses possible, more responded no to providing facilities and no to voting for development-either nearby or distant.

Desire for facilities and willingness to vote for airport development are correlated-the most frequent response was no facilities/no development; the next most frequent response was yes facilities/yes development.

5. Questions 1 and 7a-providing facilities and county of residence; Of responses from Alameda, San Mateo, Santa Clara, and Sonoma Counties, more responded no to additional facilities than responded yes. The reverse was true for Contra Costa, Marin, San Francisco, and Solano County respondents-more responded yes to additional facilities.
6. Questions 5 and 6-airport choices from home and work and number of flights;
(OAK = Oakland; SFO = San Francisco; SJC = San Jose)

From home:

Those who have flown 3-4, or more than 5 times-chose SJC, then OAK, then SFO
Those who have flown 0 or 1-2 times-chose OAK, then SJC, then SFO

From work:

Those who have flown 0, 1-2, or 3-4 times-chose OAK, then SJC, then SFO
Those who have flown more than 5 times-chose SJC, then OAK, then SFO

7. Questions 5 and 7-home and work airport choice, and county of residence and employment; Airport choices from home and work when compared with county of residence and employment were so similar that they followed this pattern with only minor discrepancies:

<u>County</u>	<u>Airport Choice</u> (listed in order of ranking)
Alameda	OAK, SJC, SFO
Contra Costa	OAK, SFO, SJC
Marin	SFO, OAK
Napa	no response to questionnaire
San Francisco	SFO, OAK, SJC
San Mateo	SFO, SJC, OAK
Santa Clara	SJC, SFO, OAK
Solano	OAK, SFO
Sonoma	OAK, SFO

8. Questions 6 and 8-choice of automobile and rapid transit and frequency of flights; Of the people who chose rapid transit, greatest number of responses come from those who had flown 1-2 times in the past year, while of those who chose automobiles, the greatest number of responses came from those who had flown more than 5 times. However, whatever the flight frequency, more people chose rapid transit than chose the automobile.
9. Questions 7 and 8-county of residence/employment and frequency of flight; The counties with a large sample-Alameda, Santa Clara, and Contra Costa-all followed this pattern of flight frequency; 1-2 flights/year most frequent, then more than 5, then 0, then 3-4 flights. (This applies to both county of residence and county of employment.)
10. Compare the home and work airport choices stated in question 5 with the consultant work on Access done by Wilbur Smith, Phase I, June, 1970;

The Access report shows that for 1975, assuming unconstrained conditions, air passengers would be allocated as follows:

SFO 33%
OAK 44%
SJC 23%

The results of this questionnaire show that, of those who responded (note that there is a low response rate from Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), and with unrestrained conditions, their choice of airports in 1972 would be as follows:

<u>From Home</u>	<u>From Work</u>
SFO-17%	SFO-15%
OAK-35%	OAK-32%
SJC-38%	SJC-29%

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